

PLANNING AND LICENSING COMMITTEE
8th July 2020
ADDITIONAL PAGES – CIRCULATED TO MEMBERS

**AVAILABLE FOR PUBLIC INSPECTION UNDER THE PROVISIONS OF THE LOCAL
GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

ADDITIONAL REPRESENTATIONS ON SCHEDULE ITEMS : Pages 1 – 4		
Item:	Ref No:	Content:
01	19/02005/FUL <i>(Land to the rear of Albion Street Stratton Cirencester)</i>	<p>CASE OFFICER UPDATE:</p> <p>Please ignore pages 16-20 of the Case Officer Report in the paper version of the ‘Schedule of Applications for Consideration and Decision’ as they are not relevant to this application.</p> <p>COMMENTS FROM THE CONSERVATION OFFICER:</p> <p>Legislation and Policy</p> <p>The site is not within a conservation area nevertheless the Albion Street area of Stratton has a well preserved historic character with many of the buildings making a positive visual contribution to the area’s local distinctiveness. The site adjoins the curtilage of The Elms which is a Grade II Listed building. As such the Local Planning Authority is statutorily required to have special regard to the desirability of preserving the building or its setting in accordance with Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990.</p> <p>Section 16 of the National Planning Policy Framework asks that Local Planning Authorities should take account of the desirability of sustaining or enhancing the significance of heritage assets. Paragraph 193 states that when considering the impact of the proposed works on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. It also notes that significance can be harmed through alteration or development within the setting. Paragraph 194 states that any harm to or loss of the significance of a heritage asset should require clear and convincing justification. Paragraph 195 states that where a proposed development will lead to substantial harm applications should be refused unless it is demonstrated that that harm is necessary to achieve substantial public benefits, whilst Paragraph 196 states that where a development proposal will cause harm to the significance of a designated heritage asset that is less than substantial harm, that harm is weighed against the public benefits of those works. Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-heritage designated asset should be taken into account and that a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.</p> <p>Paragraph 130 within Section 12 of the National Planning Policy Framework states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents The Cotswold District Local Plan, Policy EN2, states that development will be permitted which accords with the Cotswold Design Code (Appendix D). Proposals should be of design quality that respects the character and distinctive appearance of the locality.</p> <p>Proposals and Comments</p> <p>The application proposes the erection of new dwelling and associated car port, a previous scheme was submitted in 2016 and the conservation team were consulted</p>

		<p>who agreed that the principle of development within the plot is considered acceptable in relation to the grain and density of the existing surrounding development. It was noted in these comments that the site backs onto two unlisted buildings of No 9 and No 25 Albion Street which have been considered as non-designated heritage assets.</p> <p>A site visit was undertaken on the 30th July to review the proposals for a new dwelling at land to the rear of Albion Street. Since this site meeting significant and numerous discussions have been held with the agent to redesign and refine the design proposals. At the time of the site meeting it was agreed that a contemporary design approach was considered appropriate for the site. This is due to the limited opportunities for a contemporary development within the Cotswolds, in this instance the site is outside a conservation area and is relatively enclosed, therefore providing an opportunity for a contemporary scheme to be developed which responds to the strongly the form, massing, character and materiality of the local area.</p> <p>With regards to design any new development should comply with Policy EN2 (Design of The Built and Natural Environment) which states <i>“Development will be permitted which accords with the Cotswold Design Code (Appendix D). Proposals should be of design quality that respects the character and distinctive appearance of the locality”</i> and within the NPPF that any new development <i>“...makes a positive contribution to the local character and distinctiveness...”</i></p> <p>With regards to the location of the scheme within the plot there are no objections to this aspect or the proposed location of the car port building. While the scale and mass of the building is larger than the surrounding terraced forms, there are ad-hoc developments of a similar scale within the wider area and the plot remains generous in relation to the proposed building. On this basis it is not considered that the development would have an adverse impact upon the setting of The Elms which is a Grade II listed building located to the West of the site.</p> <p>With regards to the proposed design of the new development the initial proposal failed to respond to the character of the local area with its overly horizontal form and a monolithic appearance, flat roofs and elevational treatment which was dominated by white render and timber cladding. The character of the area is that of traditional Cotswold stone buildings, some with limited render treatment, traditional pitched roofs, timber windows and chimneys. Comments were provided to the architect and agent on the 13th August with regards to reviewing the scheme based on the surrounding materials, by utilising a natural stone in a contemporary way with a natural oak timber in some areas which can be left to silver, other cladding options may be available to assist in breaking up its form such as a metal/lead cladding to provide a further contemporary element. A small single storey flat roof area could be included with a green roof to break up the massing but there should be some pitched roof elements as this is characteristic of the area. A number of contemporary schemes were forwarded as examples regarding treatments and form. Overall it is important that the scheme is broken down through a variety of roof forms and heights to provide a holistic scheme which is high quality and contemporary in nature to accord with the Cotswold Design Code and Policy EN2.</p> <p>Discussions with the architect and agent have been had in the interim to develop this final submission. The changes ensure that the proposal provides a mix of horizontal and vertical elements which is welcomed in terms of form, location and massing. The scheme also includes the removal of the stark white render which was uncharacteristic of the area. The changes provide a mix of roof profiles with a pitched natural blue slate roof which is typical of the area. Flat roof elements have been proposed and are finished in a mix of grey metal and green sedum roofing providing a contemporary element with glazed roof lanterns.</p> <p>Elevational treatment includes a traditional Cotswold stone walling with elements of timber vertical cladding which will be left to weather naturally to silver and metal cladding with vertical standing seams. Windows and doors are proposed to be slim profile grey aluminium, with flush fitting roof lanterns. Overall this will provide a high quality and contemporary finish to the scheme.</p>
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02	<p>19/04221/FUL</p> <p><i>(Land Parcel At The Sunground Avening)</i></p>	<p>RESPONSE FROM STRATEGIC HOUSING OFFICER:</p> <p>Thank you for giving me the opportunity to comment on planning application 19/04221/FUL -Proposed affordable housing development comprising 9 affordable dwellings and 5 shared ownership dwellings, together with associated access road, landscaping, and parking.</p> <p>I welcome the proposal to deliver a 100% affordable housing scheme on this rural exception site in Avening. The site has an existing planning consent reference 14/02675/FUL which included 11 homes being a mix of market and affordable housing. This new application will deliver a 100% affordable housing development with property types as identified in the Housing Need Survey 2014.</p> <p>In March 2014, with the support of Avening Parish Council, GRCC's Rural Housing Enabler undertook an independent survey of housing needs in Avening Parish. The survey achieved a response rate of 36% and identified 14 households in need of affordable housing within the Parish. An additional 12 individuals responded to the survey by saying someone from their family had moved away from Avening in the last 5 years due to difficulty finding an affordable home locally. Whilst the survey is at the end of its 'life expectancy' no affordable housing has been built in Avening since 2014 to meet the need identified and a recent snapshot from the Council's Housing Register show that there is sufficient demand for the 9 rented affordable homes proposed. A local connection cascade will apply to both the rented and</p>

		<p>shared ownership home which should be secured through S106 agreement, a model of which is set in the Council's SDP 2007</p> <p>As proposed, this site would assist in delivering one of the Council's main aims of building more social rented housing in the district. The need for social rent is supported by evidence in the new LHNA. It identifies 3 times the need for social rented accommodation as for affordable rented. Homes England, responsible for affordable housing delivery in England, has also identified high value areas, including Cotswold District, as priority areas for social rent.</p> <p>Over the last 5 years, 1035 affordable homes have been delivered in Cotswold District, however only 50 homes, less than 5%, were social rented. Delivery of 9 social rented units on this site would help to redress that balance and provide much needed homes that local people could afford.</p> <p>I am pleased to see that the application now meets the Local Plan requirement for adoption of the Nationally Described Space Standards. This means that the affordable housing will benefit from increased internal dimensions, with gross internal floors areas exceeding those previously required under the Council's SPD 2007. As an example, the floor area of a 3 bed 5 person house has increased by 8m² on the Council's previous standards.</p> <p>I also welcome the provision of 2 parking spaces for the 1 bedroom flats, albeit tandem parking, which exceed our normal requirements. Overall the development proposes 28 allocated parking spaces and 2 visitor spaces for 14 dwellings.</p>
05	<p>20/02043/FUL</p> <p><i>(Cirencester Rugby Football Club The Whiteway Cirencester)</i></p>	<p>Objection comment received from North East Cirencester Amenity Society (NECAS)</p> <p>This variation has been justified by a theoretical analysis which assumes a level road and good essential visibility.</p> <p>In this case the view to the north is hampered by the brow of the hill so that visibility of low vehicles is hampered until they are quite close. This adversely impacts the safety of the exit and should be taken into account in the analysis.</p> <p>Further, it assumes that the vegetation in the splay is kept short, which is not always the case. As vehicles approach over the brow of the hill, vegetation will further adversely impact the visual distance.</p> <p>The decision should be reviewed with correct and complete information taken into account.</p> <p>We also re-iterate our previous comment that the traffic flow predictions are based on two-way traffic in addition to the parked cars on the Whiteway. This is not a realistic assumption, and the cars approaching from the south should be assumed to be on the near side of the Whiteway, and preventing traffic flow from the north, and egress from the car park.</p>